

IMMEDIATE ACTION CHANGE

**BY ORDER OF THE COMMANDER
AIR FORCE SPECIAL OPERATIONS COMMAND**

**AFSOC INSTRUCTION 11-208, CHANGE 1
1 JULY 1997**

Flying Operations

HELICOPTER OPERATIONS

COMPLIANCE WITH INSTRUCTIONS IS MANDATORY.

AFSOCI 11-208, 1 March 1997, is changed as follows:

OPR: HQ AFSOC/DOVR (Capt Berner)

Certified by: HQ AFSOC/DOV (Col Garlington)

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1. Page-insert changes: Revised material is indicated by an asterisk (*).

Remove	Date	Insert
23,24	1 Mar 97	23,24
31,32	1 Mar 97	31,32

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Director, Operations

5.9. Passenger Classification. Adhere to DoD 4515.13-R, Air Transportation Eligibility, when determining the eligibility of passengers aboard all aircraft. All personnel traveling under the provisions of this paragraph will be manifested on a DD Form 96, *Passenger Manifest*. See figure 5-1 for waiver authority, profiles approved, and types of restraint required.

*5.9.1. Mission Essential Ground Personnel (MEGP). MEGP are individuals who perform essential duties in support of a particular aircraft, aircrew, or mission. Grant MEGP status on a case-by-case basis only. Commanders approve MEGP status on unit aircraft for unit assigned and attached personnel. COMAFSOF has MEGP authority for assigned aircraft. Personnel traveling in MEGP status report through the command post or unit operations to the aircraft commander rather than the passenger terminal. Cite MEGP approval in travel orders, message, or letter signed by the appropriate approval authority. Aircraft commanders will ensure MEGP are properly authorized, manifested, and briefed prior to flight. Do not use AFSOC Form 41, *Flight Authorization*, to show MEGP status. Commanders will ensure that MEGP status is not used for avoidance of travel expenses or for travel while on leave. Route requests for MEGP through DOV channels. Approval authority is per figure 5-1.

NOTE: Do not use MEGP status in lieu of incentive flight status.

5.9.2. Orientation Flights. Details of these are contained in DoD 4515.13-R, Chapter 4, and AFI 11-401, para. 1.9.3.7. They are defined as "continuous flights in DoD-owned aircraft performed within the local flying area and terminating at the point of origin." The following categories are eligible for orientation flights:

5.9.2.1. Incentive Flights. Commanders may authorize unit assigned military personnel to accompany unit aircraft on unit training missions for this purpose. The group commander must approve incentive flights for other than unit assigned personnel. Individuals will report directly to the crew, and will be escorted by a crewmember for the duration of the mission. They are passengers, but will be manifested and processed by the sponsoring unit. Do not use incentive flights in lieu of regular passenger travel. Do not perform simulated emergencies or evasive maneuvers during these flights.

5.9.2.2. Distinguished Visitor (DV) Flights. Also included are: members (age 14 or older) of national youth organizations and accompanying adult leaders, civilian officials of institutions offering AFROTC training, AFJROTC cadets, key civilian officials, and CAP cadets.

5.9.2.3. Familiarization. Individuals requiring flights to understand the capabilities or interface requirements of SOF aircraft. FAA designated check airmen and FAA or military air traffic controllers are authorized orientation flights IAW DoD 4515.13-R.

*5.9.2.4. Spouse Orientation Flights. Adhere to AFI 11-401, para. 1.9.3.7.4 as supplemented.

5.9.3. Public Affairs Travel. Details of these are contained in DoD 4515.13-R, Chapter 3, and are defined as "any travel or transportation...undertaken as a result of a request to an invitation from, and authorized by, an approving authority in the interest of adding to the public understanding of DoD activities." This travel is usually provided for local media or other individuals who are part of an approved public affairs program. They would result in local coverage on matters solely within the host unit commander's range of authority. Requests of this nature will be processed through public affairs channels. Approval authority for passengers in this category is per figure 5-1.

*5.9.4. Limitations: Do not carry passengers on training missions involving emergency procedures, pilot requalification, air refueling, or tactical flight regimes unless specifically authorized by the approving authority specified in figure 5.1 (This paragraph does not apply to personnel identified as MEGP).

5.10. Personnel Loading. (See figure 5.1):

WARNING: Personnel must be aware of the possibility of reduced main rotor and tail rotor blade ground clearance and avoid the upslope side and tail rotor side of the helicopter when off or unloading.

WARNING: Personnel will have weapons pointed down, safetied, and radio antennas collapsed prior to entering the rotor plane. They will enter the rotor plane area only when cleared by the crew (beckoning motion hand signal).

5.10.1. H-53 specifics:

5.10.1.1. Personnel normally enter the aircraft through the ramp entrance and move as far forward or aft in the cabin as the aircrew directs. Personnel in the aft cabin area, when loaded, will not extend past the ramp hinge.

5.10.1.2. Troops must be seated and secure prior to takeoff.

5.10.2. H-60 specifics:

5.10.2.1. Personnel enter the aircraft from both sides. Troops must be seated and secure prior to takeoff.

5.10.2.2. Personnel Offloading (H-53/60). Personnel will depart the aircraft as directed by the aircrew.

5.11. Personnel Restraints. (See figure 5.1)

5.11.1. Aircrew. All personnel must be restrained by the safest means possible for the type mission being flown. At least one pilot will have seat belt and shoulder harness fastened when rotors are engaged. Crewmembers may perform duties that require them to be unrestrained for short periods of time provided they are not in close proximity to an open door.

5.11.1.1. H-53 flight engineers are not required to wear the shoulder restraint harness when it prevents movement required with duties. The seat back should be up (except over water) and the lap belt used at all times.

5.11.1.2. MH-60 flight engineer and gunner seats will not be removed except during actual contingency operations.

5.11.2. Combat equipped troops. When carrying troops/teams and seats/seatbelts are not installed/used due to mission or aircraft load, alternate restraints will be used by those personnel. These restraints may not protect occupants in a crash sequence as well as a seatbelt, but must be of such design to keep occupants from falling out of open doors. Each individual will have a restraint to secure him to the aircraft. Additionally, doors will be closed or cargo straps across open doors where the possibility exists that personnel could fall out. **NOTE:** Additional aircrew are considered team members within the context of this paragraph.

5.11.3. Alternate loading methods used should allow seats and equipment not required for the mission to be removed. Define the cabin floor itself as the seat and either a seat belt, snap link device, tiedown strap, or similar restraining device to restrain all occupants. Brief all users on the type of restraining device installed.

5.11.3.1. Alternate restraints will be secured as soon as possible before/after takeoff. They will not be removed until as late as practical prior to the landing/assault (no earlier than the 5 minute call).

5.11.4. Accomplish troop security by one of the following methods in descending order of preference:

5.11.4.1. Seatbelts or snap links attached to tiedown rings on the cabin floor.

5.11.4.2. Static line anchor cable to provide a hook-up point for troops equipped with snap link devices. Cables can be locally manufactured; weight test them to 2500 lbs prior to placing into service and test them annually thereafter IAW T.O. 1-1A-8.

5.11.4.3. Five thousand (5,000) pound tiedown straps.

Figure 5.1. Passenger Classification/Restraint Policy.

Personnel	Approval Authority	Restraint	Tac Events
Additional Aircrew	Aircraft Commander	Alternate Load	Yes
Team Members (Note 1)	Aircraft Commander	Alternate Load	Yes
Passengers			
MEGP			
Maint/Pers supporting deployment	Unit/CC, COMAFSOF	Seat/Seat Belt	Yes
Unit Assigned/Attached Pers	Unit/CC	Seat/Seat Belt	Yes
Other Mil Pers & DOD Civilians	Group/CC, COMAFSOF	Seat/Seat Belt	Yes
Pers required for 18 FLTS	18 FLTS/CC	As Required	As Req
Orientation			
Incentive Flights (Military Personnel)	Wing (CONUS), Group (OCONUS)/CC	Seat/Seat Belt	Yes Note 2
DV (Military/Civilian)	Wing (CONUS), Group (OCONUS)/CC	Seat/Seat Belt	Yes Note 2
Familiarization Flights (Mil/Civ/FAA)	Wing (CONUS), Group (OCONUS)/CC	Seat/Seat Belt	Yes Note 2
Spouse	Wing (CONUS), Group (OCONUS)/CC	Seat/Seat Belt	No
Foreign Military (O-7 and above or civilian equivalent)	AFSOC/CC	Seat/Seat Belt	Yes Note 2
Foreign Nationals (CONUS based units) O-6 and below or civilian equivalent	AFSOC/CC	Seat/Seat Belt	Yes Note 2
Foreign Nationals (Non-CONUS base units) O-6 and below or civilian equivalent	COMSOPAC/CC or COMSOCEUR/CC	Seat/Seat Belt	Yes Note 2
US Federal Government Officials	AFSOC/CC	Seat/Seat Belt	Yes Note 2
Public Affairs Flights	As coordinated by Public Affairs	Seat/Seat Belt	Coordinate with PA

*Note 1. Military personnel acting as survivors or “team augmentee” may be considered “Team Members.”

Note 2. When authorized by approving authority. No simulated procedures or evasive maneuvers.

CHAPTER 6

AIRCREW PROCEDURES

SECTION A--PREMISSION

6.1. Flying Clothing/Safety Equipment:

6.1.1. All crewmembers will wear the AFSOC aircrew uniform outlined in AFI 36-2903.

6.1.2. Flying Clothing. When reporting for flights or alert duties, aircrew personnel will wear designated flying clothing appropriate for the climatic conditions and terrain over which the flight will be made, as determined by the unit commander.

6.1.3. Eye Protection. Use protective goggles, plastic lens glasses, or the helmet visor for eye protection if duties require personnel to be in close proximity to the operating helicopter. Wear goggles whenever dust, sand, dirt, etc., constitute a hazard. Ensure that all personnel involved in the firing of weapons wear eye protection to include one of the following: helmet visors, plastic lens glasses, safety goggles, or aircrew gas mask. Glass lens eyeglasses or sunglasses alone do not satisfy the requirement.

6.1.4. Ear Protection. Aircrews will ensure that hearing protection devices are available on each aircraft prior to flight.

6.2. Tool Kits. The flight engineer will have a tool kit on board for all flights. Individual units will establish requirements for tools to be included in these kits. As a minimum, the kit will include enough tools to remove and install chip detector plugs. Tool kits will have an inventory list for accountability and must be sealed. If the seal is broken by the crew, the aircraft commander, or designatee, will inventory the kit and sign the accountability list prior to departing the aircraft.

6.3. Aircrew Publications Requirements. All crewmembers will maintain and carry on all flights their applicable abbreviated checklist and AFSOCI 11-208, AFSOC CL 24.

SECTION B--PREDEPARTURE

6.4. Flight Crew Information File (FCIF). Review volume I, part A, before departure on all missions.

6.4.1. Update AFSOC Form 11, FCIF Currency Record, if new material has been added to the FCIF since the last review. Enter the last FCIF item number, date, and initial the AFSOC Form 11. Initialing the AFSOC Form 11 certifies review of all items.

6.4.2. Crewmembers joining a mission en route will receive an FCIF update from their primary aircrew member counterpart on that mission. Instructor pilots who fly with general officers are responsible for briefing appropriate FCIF items.

6.4.3. Crewmembers not assigned or attached to that unit will certify FCIF review by entering the last FCIF number and their initials behind their name on the file copy of the flight authorization or their ACM orders.

6.5. Mission Kits. Units will maintain one mission kit per aircraft. Prior to departure, the aircraft commander or designated representative will ensure that a current mission kit is aboard the aircraft. See Figure 6-1 for minimum requirements.